

## IN THE CLAIMS:

Please amend the claims as follows:

1. (Currently Amended) ~~A device for modifying the layout of a vehicle racing course in a wide section of a track (11; 40), comprising an arrangement (18, 27, 31) consisting of individual curb elements (19; 28, 29; 32; 41) of the track side located in the region of this track section (11; 40), which can be moved either individually or in groups from an initial configuration of the track section (11; 40) into a new configuration for reshaping a bend in the racing course or/and for dividing the racing course into separate tracks and wherein there are curb elements (41) in the region of the middle of the track for dividing the racing course into two separate tracks (42; 43), said curb elements being flush with the upper side of the track section (11; 40) in their initial configuration.~~

A device for modifying the layout of a vehicle racing course in a wide track section of the track thereof comprising an upper side, said device comprising an arrangement consisting of individual curb elements located in the region of this track section of the racing course, wherein the curb elements can be displaced, either individually or in groups, from an initial configuration of the track section into a new configuration for reshaping the bend in the racing course in this track section or/and for dividing the racing course in this track section into separate tracks, wherein, for reshaping the bend, curb elements are mounted to be displaceable or/and inclinable from their initial configuration into a new configuration in the track section, and wherein, for dividing the racing course into two separate tracks liftable curb elements are provided in the region of the center of the track section which are aligned with the upper side of the track section in their initial configuration.

2. (Currently Amended) ~~The device according to claim 1, characterized in that an adjusting device is provided for moving the curb elements (19; 28, 29; 32; 41).~~

The device according to claim 1, wherein an adjusting device is provided for displacing the curb elements, said adjusting device comprising a mechanical, an electrical or a pressure means actuated drive.

3. (Currently Amended) ~~The device according to claim 1, characterized in that each curb element (19; 28, 29; 32; 41) comprises an adjustment means (30) preferably with a device (25) for securing the new configuration.~~  
The device according to claim 1, wherein each curb element is provided with an adjusting device, preferably comprising a device for securing the new configuration and a mechanical, an electrical or a pressure means actuated drive.
4. (Currently Amended) ~~The device according to a preceding claim, characterized in that the adjusting device comprises a mechanical, an electrical or a pressure means actuated drive.~~  
The device according to claim 1, wherein the curb elements comprise an upper side which is provided with a track topping.
5. (Currently Amended) ~~The device according to a preceding claim, characterized in that the upper side of curb elements (19; 28, 29; 32; 41) is provided with a track topping.~~  
The device according to claim 1, wherein there are curb elements which are liftable out of their initial configuration immersed in the marginal region and can thereby be slightly tilted so as to form a transitional region between immersed and lifted curb elements.
6. (Currently Amended) ~~The device according to a preceding claim, characterized in that there are curb members, which are supported for displacement from their initial configuration into a new configuration in the middle of the track (11) or/and are tiltable.~~  
The device according to claim 1, wherein the curb elements are arranged in a grid-shaped manner at least in the region of the edge of the track.
7. (Currently Amended) ~~The device according to a preceding claim, characterized in that, there are curb members, which can be lifted from their initial configuration lowered in the track side portion and which can be tilted for forming a transition area between the lowered and raised curb elements (28, 29).~~  
A device for modifying the layout of a vehicle racing course in a wide track section of the track thereof comprising an upper side, said device comprising an arrangement consisting of individual curb elements located in the region of this track section of the racing course, wherein the curb elements can be

displaced, either individually or in groups, from an initial configuration of the track section into a new configuration for reshaping the bend in the racing course in this track section for dividing the racing course in this track section into separate tracks, wherein, for reshaping the bend, curb elements are mounted to be displaceable inclinable from their initial configuration into a new configuration in the track section, and wherein, for dividing the racing course into two separate tracks liftable curb elements are provided in the region of the center of the track section which are aligned with the upper side of the track section in their initial configuration, wherein at least one positively or non-positively engaging holding element is provided for securing the new position of each curb element.

8. ~~(Currently Amended) The device according to a preceding claim, characterized in that the curb elements are arranged in a raster at least in the region of the track side.~~

The device according to claim 7, wherein a preferably central remote control is provided for activating, securing and deactivating the curb elements.

9. ~~(Currently Amended) The device according to a preceding claim, characterized in that there is provided at least one positively or non-positively engaging holding element (25) for securing the new position of each curb element.~~

The device according to claim 7, wherein a preferably central remote control is provided for activating, securing and deactivating the curb elements.

10. ~~(Currently Amended) The device according to a preceding claim, characterized in that there is provided a preferably central remote control for activating, securing and deactivating the curb elements (19; 28, 29; 32; 41).~~

The device according to claim 8, wherein holding elements are provided which can be activated and deactivated by a remote control.

11. ~~(Currently Amended) The device according to claim 9 or 10, characterized in that the holding elements are provided to be activated and deactivated by a remote control.~~

The device according to claim 7, wherein curb elements having an upper and a lower portion are provided.

12. (Currently Amended) ~~The device according to a preceding claim, characterized in that there are provided curb elements with an upper (21) and a lower (22) portion.~~  
The device according to claim 7, wherein curb elements are provided, which have a double T-section in the cross-section.
13. (Currently Amended) ~~The device according to a preceding claims, characterized in that there are provided curb members (19) comprising a double T-profile in cross-section.~~  
The device according to claim 7, wherein curb elements are provided, which have a trapezoidal cross-section.
14. (Currently Amended) ~~The device according to a preceding claim, characterized in that there are curb members (28, 29), which comprise a trapezoidal cross-section.~~  
A Method for modifying the layout of a vehicle racing course in a wide track section thereof, comprising a upper side, wherein individual curb elements located in the region of this track section are displaced, either individually or in groups, from an initial configuration of the track section into a new configuration for reshaping the bend in the racing course in this track section or/and for dividing or newly dividing the racing course in this track section into separate tracks, wherein, for reshaping a bend in the track section, curb elements are displaced or/and inclined, and wherein, for dividing the racing course into two separate tracks, curb elements in the region of the center of the track section are lifted from their initial configuration in which they are aligned with the upper side of the track section.
15. (Deleted) ~~A method for modifying the layout of a vehicle racing course in a wide section of a track, wherein individual curb elements located in the region of the track section are moved individually or in groups from an initial configuration of the track section into a new configuration for reshaping the bend of the racing course in this section or/and from an initial configuration in the region of the middle of the track flush to the opposite of the track into a new configuration for dividing or newly dividing the racing course in this section into separate tracks.~~